

~~May 20, 2003 CPC~~  
August 19, 2003 CPC



STAFF'S  
REQUEST ANALYSIS  
AND  
RECOMMENDATION

03SN0247  
(Amended)

Bruce Coble

Dale Magisterial District  
West line of Lewis Road

REQUEST: (Amended) Rezoning from Agricultural (A) to General Industrial (I-2).

**(NOTE: SINCE THE ADVERTISEMENT OF THIS CASE, THE APPLICATION HAS BEEN AMENDED TO SEEK I-2 ZONING INSTEAD OF I-3 ZONING.)**

PROPOSED LAND USE:

Industrial uses are planned.

RECOMMENDATION

Recommend approval for the following reasons:

- A. The proposed zoning and land uses comply with the Central Area Land Use Plan which suggests the property is appropriate for general industrial uses.
- B. The proposed zoning and land uses are compatible with existing and anticipated area industrial development.
- C. Development requirements of the Zoning Ordinance further ensure compatibility with existing and proposed area development.

(NOTES: A. THE ONLY CONDITION THAT MAY BE IMPOSED IS A BUFFER CONDITION. THE PROPERTY OWNER(S) MAY PROFFER OTHER CONDITIONS.)

- B. IT SHOULD BE NOTED THAT THE AMENDED APPLICATION AND PROFFERED CONDITIONS WERE NOT SUBMITTED AT LEAST THIRTY (30) DAYS PRIOR TO THE COMMISSION'S PUBLIC HEARING PER THE "SUGGESTED PRACTICES AND PROCEDURES." THE "PROCEDURES" SUGGEST THAT THE CASE SHOULD BE DEFERRED IF REPRESENTATIVES FROM THE AFFECTED NEIGHBORHOOD(S), STAFF AND THE COMMISSIONERS HAVE NOT HAD SUFFICIENT TIME TO EVALUATE THE AMENDMENT. STAFF HAS HAD AN OPPORTUNITY TO THOROUGHLY REVIEW THE PROFFERED CONDITIONS.)

#### PROFFERED CONDITIONS

The Owner and the Applicant (the "Applicant") in this zoning case, pursuant to Section 15.2-2298 of the Code of Virginia (1950 as amended) and the Zoning Ordinance of Chesterfield County, for themselves and their successors or assigns, proffer that the development of the 21.6 parcel (the "Property") that is a part of the property known as GPIN 773-648-0618 (Part of) under consideration will be developed according to the following conditions, if, and only if, the rezoning from A to I-2 is granted. In the event the request is denied or approved with conditions not agreed to by the Applicant, the proffers and conditions shall immediately be null and void and of no further force or effect.

1. The Property shall only be accessed by use of existing driveway located on the parcel to the north (part of Tax ID #773-648-0618) of the Property. (T)
2. Prior to any site plan approval, forty-five (45) of right-of-way on the west side of Lewis Road, measured from the centerline of that part of Lewis Road immediately adjacent the property, shall be dedicated, free and unrestricted, to and for the benefit of Chesterfield County. (T)
3. Prior to the issuance of an occupancy permit, additional pavement shall be constructed along Lewis Road at the existing driveway that serves the adjacent parcel to the north (part of Tax ID #773-648-0618) to provide a right turn lane. The developer shall dedicate free and unrestricted, to and for the benefit of Chesterfield County, any additional right-of-way (or easements) necessary for this improvement. (T)
4. Except as otherwise provided, no more than 200,000 square feet of mini-warehouse space shall be developed on the Property. If either a use other than mini-warehouse or more than 200,000 square feet of mini-warehouse is to be developed on the Property, the density of that use shall be limited to a density that is anticipated to generate a traffic volume equivalent to the 200,000 square feet of mini-warehouse space, as determined by the Transportation Department. The Transportation Department may increase the density on the Property, provided the developer or others, as the case may be, reconstruct Lewis Road as a two (2) lane facility with twenty-two (22) foot wide travel lanes with an additional one (1) foot wide paved

shoulder plus a seven (7) foot wide unpaved shoulder on each side of the road from Route 10 to the approved access, construct additional pavement along Lewis Road at the approved access to provide a left turn lane, and construct additional pavement along Route 10 at the Lewis Road intersection to provide an eastbound right turn lane on Route 10. The developer or others, as the case may be, shall also be responsible to provide to Chesterfield County, any additional right-of-way (or easements) necessary for these improvements. Alternate road improvements, as requested by the developer and approved by the Transportation Department, which provides acceptable levels of service, as determined by the Transportation Department, may be substituted for the road improvements identified above. (T)

5. The public wastewater system shall be used. (U)
6. Views of any use developed on the Property shall be minimized from the residentially developed properties that currently exist on the north line of Lake Dale Drive (the "Lake Dale Properties"). At the time of site plan review, the Applicant shall submit a plan to the Planning Department showing how views of the proposed development are to be minimized from the Lake Dale Properties (the "View Minimization Plan"). The View Minimization Plan shall identify different methods of minimizing views, including, but not limited to, any or a combination of the following, as approved by the Planning Department: preservation of existing vegetation on the Property; the construction of a fence on the Property; and/or the installation of berms, and/or additional plantings on the Property. (P)

#### GENERAL INFORMATION

##### Location:

West line of Lewis Road, south of Iron Bridge Road. Tax ID 773-648-Part of 0618 (Sheets 25 and 33).

##### Existing Zoning:

A

##### Size:

21.6 acres

##### Existing Land Use:

Vacant

### Adjacent Zoning and Land Use:

North - A; Manufactured Home  
South - A; Sanitary landfill  
East - A; Single family residential  
West - A; Sanitary landfill

### UTILITIES

#### Public Water System:

There is an existing thirty (30) inch water line extending along the east side of Lewis Road, adjacent to the request site. Use of the public water system is required by County Code.

#### Public Wastewater System:

There is an existing twelve (12) inch wastewater collector extending along the south side of Iron Bridge Road, approximately 1,400 feet north of the request site. Use of the public wastewater system is intended and has been proffered (Proffered Condition 5). An existing privately maintained eight (8) inch wastewater collector line ties into the County system and serves the existing offices to the north, adjacent to this site. The applicant intends to serve the request site from the existing privately maintained wastewater line. Should the applicant desire to transfer ownership of this site after connecting to the public wastewater system, application must be made for takeover by the County of that portion of the private wastewater line that serves the site. The applicant will be responsible for any repairs or upgrades to current County specifications, deemed necessary prior to acceptance of the private line into the public wastewater system.

### ENVIRONMENTAL

#### Drainage and Erosion:

The property drains south to a tributary that drains into Swift Creek. There are no existing or anticipated on- or off-site drainage or erosion problems.

#### Water Quality:

The southern boundary is occupied by a Resource Protection Area (RPA).

### PUBLIC FACILITIES

#### Fire Service:

The Chester Fire Station, Company Number 1, and Bensley-Bermuda Volunteer Rescue Squad currently provide fire protection and emergency medical service (EMS). This request will have minimal impact on fire and EMS service.

## Transportation:

The applicant is requesting rezoning from Agricultural (A) to General Industrial (I-2). The applicant has proffered to limit the density on the property to 200,000 square feet of mini-warehouse or equivalent traffic generation (Proffered Condition 4). Based on mini-warehouse trip rates, development could generate approximately 480 average daily trips. Proffered Condition 4 allows the Transportation Department to increase this allowable density on the property, provided specific road improvements are constructed. If the density is increased, no specific land use has been identified at this time; therefore, it is difficult to anticipate traffic generation. Based on light industrial trip rates, development could generate approximately 1,400 vehicles per day. These vehicles will be distributed along Lewis Road, which had a 2003 traffic count of 6,492 vehicles per day.

Lewis Road will be directly impacted by development of this property. Sections of this road have twenty (20) foot wide pavement with no shoulders. The capacity of this road (Level of Service D) is acceptable for the volume of traffic it currently carries. The standard typical section for Lewis Road should be twenty-four (24) foot wide pavement, with minimum eight (8) foot wide shoulders. The Secondary Road Six-Year Improvement Plan does not include a project to improve Lewis Road.

The Thoroughfare Plan identifies Lewis Road as a major arterial with a recommended right of way width of ninety (90) feet. The applicant has proffered to dedicate forty-five (45) feet of right of way, measured from the centerline of Lewis Road, in accordance with that Plan. (Proffered Condition 2)

Development must adhere to the Development Standards Manual in the Zoning Ordinance, relative to access and internal circulation (Division 5). Access to major arterials, such as Lewis Road, should be controlled. The adjacent property to the north is controlled by the applicant, and has been developed with direct access to Lewis Road. The applicant has proffered that access to Lewis Road for the subject property will only be provided through that existing access located on the adjacent property. (Proffered Condition 1)

The traffic impact of this development must be addressed. With development of the 200,000 square feet of mini-warehouse space, the applicant has proffered to construct a right turn lane along Lewis Road at the existing driveway that will serve the property (Proffered Condition 3). The Transportation Department may increase the density on the property, provided, the developer, or others, reconstruct Lewis Road as a two (2) lane facility with twenty-two (22) foot wide travel lanes with an additional one (1) foot wide paved shoulder plus a seven (7) foot wide unpaved shoulder on each side of the road from Route 10 to the approved access; construct an eastbound right turn lane along Route 10 at the Lewis Road/Route 10 intersection. The developer has proffered these road improvements (Proffered Condition 4). Constructing these road improvements may require the developer to acquire "off-site" right of way. Proffered Condition 4 allows the Transportation Department to substitute alternate road improvements for these specific improvements, provided an acceptable level of service is maintained.

At time of site plan review, specific recommendations will be provided regarding internal site circulation.

## LAND USE

### Comprehensive Plan:

Lies within the boundaries of the Central Area Land Use Plan which suggests the property is appropriate for general industrial use.

### Area Development Trends:

Adjacent properties are zoned Agricultural (A) and are occupied by single-family residential uses, a landfill and associated uses or are vacant. Commercial zoning and land uses are located north along the Iron Bridge Road corridor and residential development has occurred to the south, along Lewis Road. The Plan anticipates areas along this portion of Lewis Road to develop for industrial uses.

### Development Standards:

The request property lies within an Emerging Growth Area. The purpose of the Emerging Growth District Standards is to promote high quality, well-designed projects. Redevelopment of the site or new construction must conform to the requirements of the Zoning Ordinance, which address access, parking, landscaping, architectural treatment, setbacks, signs, buffers, utilities and screening of dumpsters and loading areas.

In addition, to address area citizens' concerns relative to views of uses developed on the property from properties along Lake Dale Road, the applicant has proffered that such views will be minimized through the preservation of existing vegetation, the construction of a fence and the installation of berms and/or landscaping materials or a combination thereof, as approved by the Planning Department, at the time of site plan review. (Proffered Condition 6)

It should be noted a Resource Protection Area (RPA) lies between the properties along Lake Dale Road and the subject property. An RPA is an environmentally sensitive area, within which, only limited water-dependent development is allowed. Due to the limited development potential of this area, it may afford sufficient minimized visibility into the property from properties along Lake Dale Road.

## CONCLUSIONS

The proposed zoning and land uses comply with the Central Area Land Use Plan which suggests the property is appropriate for general industrial uses and are compatible with existing and anticipated area industrial development. In addition, development requirements of the Zoning Ordinance and

proffered conditions further ensure compatibility with existing and proposed area development and address concerns relative to transportation and utilities.

Given these considerations, approval of this request is recommended.

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## CASE HISTORY

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### Planning Commission Meeting (5/20/03):

At the request of the applicant, the Commission deferred this case to the Commission's August 19, 2003, public hearing.

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### Staff (5/21/03):

The applicant was advised in writing that any significant new or revised information should be submitted no later than June 16, 2003, for consideration at the Commission's August 19, 2003, public hearing. Also, the applicant was advised that a \$140.00 deferral fee must be paid prior to the Commission's public hearing.

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### Applicant (7/22/03):

The deferral fee was paid.

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### Applicant, Area Citizens, Staff and District Commissioner (7/22/03):

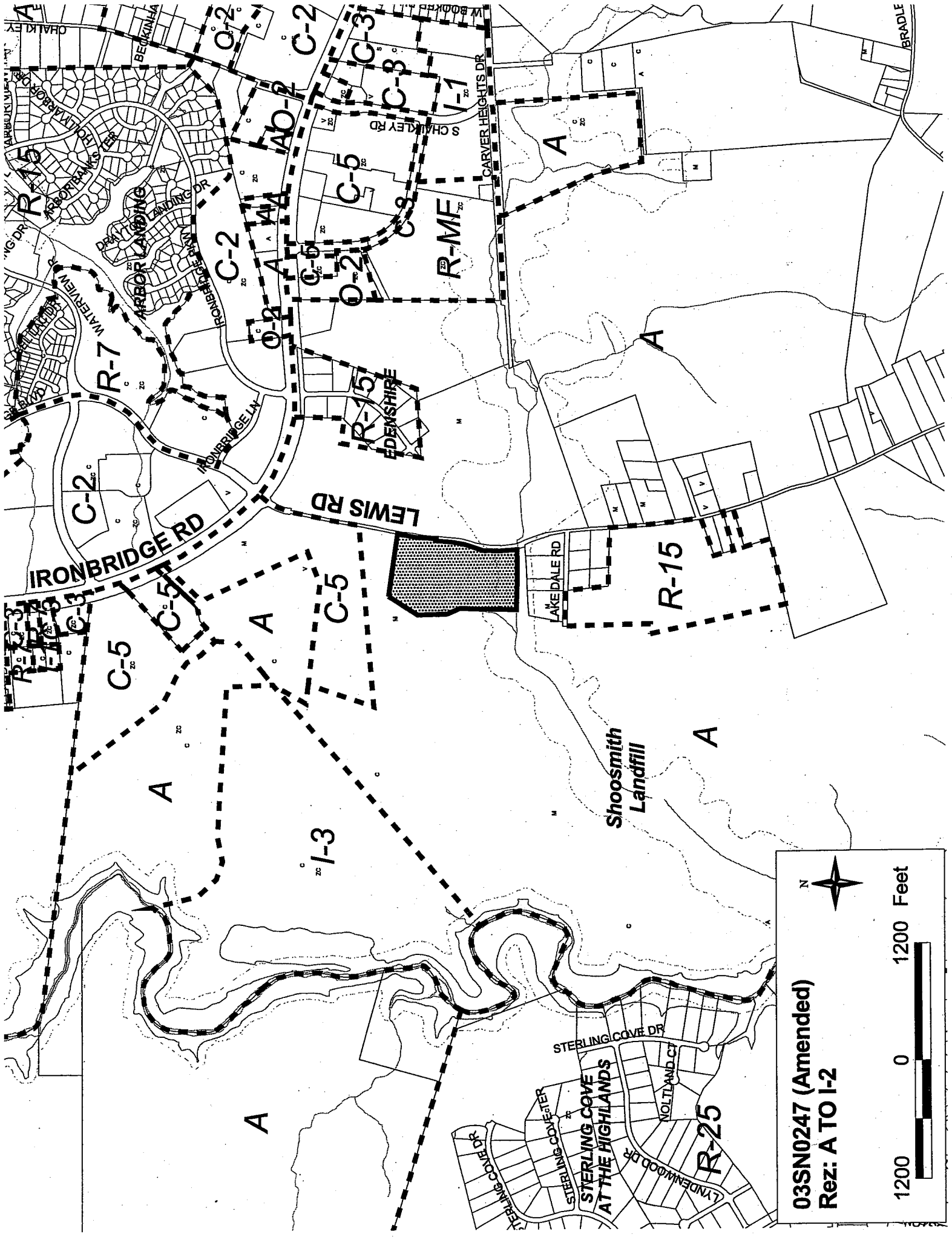
A meeting was held to discuss I-3 zoning. Concerns were expressed relative to uses, traffic and visibility into the site.

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### Applicant (7/29/03):

The case was amended to seek I-2 zoning and amended proffers were submitted.

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03SN0247 (Amended)  
Rez: A TO I-2